

less than 50 feet in length. The assembled lifeline shall have a minimum breaking strength of 1,500 pounds.

[CGD 73–11R, 38 FR 27354, Oct. 3, 1973, as amended by CGD 75–074, 42 FR 5963, Jan. 31, 1977; CGD 82–042, 53 FR 17704, May 18, 1988; CGD 86–036, 57 FR 48324, Oct. 23, 1992; 57 FR 56406, Nov. 27, 1992; CGD 95–028, 62 FR 51199, Sept. 30, 1997; USCG–1999–5151, 64 FR 67177, Dec. 1, 1999]

§ 35.30–25 Explosives—TB/ALL.

Fulminates or other detonating compounds in bulk in dry condition; explosive compositions that ignite spontaneously or undergo marked decomposition when subjected for forty-eight consecutive hours to a temperature of 167° F. or more; composition containing an ammonium salt and a chlorate; and other like explosives shall not be accepted, stored, stowed or transported on board tank vessels.

§ 35.30–30 Portable electric equipment—TB/ALL.

Portable electric equipment must not be used in a hazardous location described in subpart 111.105 of this chapter except:

(a) Self-contained, battery-fed, explosion-proof lamps approved by Underwriters Laboratories Inc., Factory Mutual Research Corporation, or other independent laboratory recognized by the Commandant, for use in a Class I, Division 1 location for the electrical group classification of the cargo;

(b) Intrinsically safe equipment approved by Underwriters Laboratories Inc., Factory Mutual Research Corporation, or other independent laboratory recognized by the Commandant, for use in a Class I, Division 1 location for the electrical group classification of the cargo; and

(c) Any electrical equipment, if:

(1) The hazardous location is:

(i) Enclosed; and

(ii) Gas free;

(2) The adjacent compartments are:

(i) Gas free;

(ii) Inerted;

(iii) Filled with water;

(iv) Filled with Grade E liquid; or

(v) Spaces where flammable gases are not expected to accumulate; and:

(3) Each compartment where flammable gas is expected to accumulate is:

(i) Closed; and

(ii) Secured.

[CGD 74–125A, 47 FR 15230, Apr. 8, 1982]

§ 35.30–35 Spark producing devices—TB/ALL.

(a) Where Grades A, B, C, and D liquid cargoes are involved, power driven or manually operated spark producing devices shall not be used in bulk cargo tanks, fuel oil tanks, cargo pump-rooms, or enclosed spaces immediately above or adjacent to bulk cargo tanks unless all the following conditions are met:

(1) The compartment itself is gas-free;

(2) The compartments adjacent and the compartments diagonally adjacent are either (i) gas-free, (ii) inerted, (iii) filled with water, (iv) contain Grade E liquid and are closed and secured, or (v) are spaces in which flammable vapors and gases normally are not expected to accumulate; and,

(3) All other compartments of the vessel in which flammable vapors and gases may normally be expected to accumulate are closed and secured.

(b) This section does not prohibit the use of small hand tools in such locations.

§ 35.30–40 Flammable liquid and gas fuels as ship's stores—TB/ALL.

Flammable liquids and gases other than diesel fuel, to be used as fuel for approved equipment must satisfy the following:

(a) Stowage must be in containers approved by DOT or A.S.M.E. for the contents carried, or in a portable safety container approved by a recognized testing laboratory for the contents carried.

(b) The contents must be marked on the containers, and the containers must be labeled in accordance with DOT requirements for flammable liquids and gases.

(c) Containers must be stowed on or above the weather deck in locations designated by the master. Containers specified in paragraph (a)(1) of this section which do not exceed a capacity of

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five gallons may be stowed below the weather deck in a paint or lamp locker.

[CGD 80-009, 48 FR 36459, Aug. 11, 1983, as amended by CGD 86-033, 53 FR 36024, Sept. 16, 1988; CGD 95-028, 62 FR 51199, Sept. 30, 1997]

Subpart 35.35—Cargo Handling

§ 35.35-1 Persons on duty—TB/ALL.

(a) On each tankship required to be documented under the laws of the United States, the owner, managing operator, master, and person in charge of the vessel, and each of them, shall ensure that—

(1) Enough “Tankerman-PICs” or restricted “Tankerman-PICs”, and “Tankerman-Assistants”, authorized for the classification of cargo carried, are on duty to safely transfer liquid cargo in bulk or safely clean cargo tanks; and

(2) Each transfer of liquid cargo in bulk and each cleaning of a cargo tank is supervised by a person qualified to be the person in charge of the transfer or the cleaning under subpart C of 33 CFR part 155.

(b) On each United States tank barge subject to inspection—

(1) The owner, managing operator, master, and person in charge of the vessel, and each of them, shall ensure that no transfer of liquid cargo in bulk or cleaning of a cargo tank takes place unless under the supervision of a qualified person designated as the person in charge of the transfer or the cleaning under subpart C of 33 CFR part 155; and

(2) The person designated as the person in charge of the transfer shall ensure that—

(i) Enough qualified personnel are on duty to safely transfer liquid cargo in bulk or safely clean cargo tanks; and

(ii) The approved portable extinguishers required by Table 34.50-10(a) of this chapter are aboard and readily available before any transfer of liquid cargo in bulk or any operation of barge machinery or boilers.

(c) On each foreign tankship, the owner, managing operator, master, and person in charge of the vessel, and each of them, shall ensure that—

(1) Enough personnel, qualified for the classification of cargo carried, are on duty to safely transfer liquid cargo in bulk or safely clean cargo tanks; and

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(2) Each transfer of liquid cargo in bulk and each cleaning of a cargo tank is supervised by a qualified person designated as a person in charge of the transfer or the cleaning under subpart C of 33 CFR part 155.

(d) On each foreign tank barge—

(1) The owner, managing operator, master, and person in charge of the vessel, and each of them, shall ensure that no transfer of liquid cargo in bulk or cleaning of a cargo tank takes place unless under the supervision of a qualified person designated as the person in charge of the transfer or the cleaning under subpart C of 33 CFR part 155.

(2) The person designated as the person in charge of the transfer shall ensure that enough qualified personnel are on duty to safely transfer liquid cargo in bulk or safely clean cargo tanks.

(e) The person in charge of the transfer of liquid cargo in bulk on the tank vessel shall be responsible for the safe loading and discharge of the liquid cargo in bulk.

(f) The person in charge of the transfer of liquid cargo in bulk on each United States tank vessel, when lightering to or from a foreign tank vessel, shall ensure that the person in charge on the foreign tank vessel, or his or her interpreter, is capable of reading, speaking, and understanding the English language well enough to allow a safe transfer.

[CGD 79-116, 60 FR 17155, Apr. 4, 1995]

§ 35.35-5 Electric bonding—TB/ALL.

A tank vessel may be electrically connected to the shore piping, through which the cargo is to be transferred, prior to the connecting of a cargo hose. This electrical connection, if made, shall be maintained until after the cargo hose has been disconnected, and any spillage has been removed.

[CGFR 65-50, 30 FR 16704, Dec. 30, 1965, as amended by CGFR 66-33, 31 FR 15268, Dec. 6, 1966]

§ 35.35-10 Closing of freeing-ports, scuppers, and sea valves—TB/ALL.

The person in charge of each transfer of liquid cargo in bulk shall ensure that all freeing-ports and scuppers are properly plugged during the transfer